

**HAMILTON COUNTY AIRPORT AUTHORITY**  
**OCTOBER 29, 2007**

The Hamilton County Airport Authority met on Monday, October 29, 2007 at 2:00 P.M. at the Conference Room of the Indianapolis Executive Airport. President Silvey called the meeting to order. In attendance were members Silvey, Moran, Beaver, and Tolson. Also in attendance were Ms Sandy Lyman, Airports Engineer, FAA, Benjamin Mello, Community Planner, FAA, Kevin Rector, Manager, INDOT Office of Aviation , Nick McCain, Chief Engineer, INDOT Office of Aviation Chris Snyder, Project Manager, Woolpert Inc., and Maria Muia, Project Manager, Aerofinity. Member Tom Kapostasy was absent.

President Silvey opened the meeting requesting all in attendance to introduce themselves. After introductions he stated the purpose of the meeting to be a pre-coordination working meeting for the Indianapolis Executive Airport Master Plan, with the data and information gathered to date to be reviewed and gain the input from FAA to assist the Authority in expediting the update of the Master Plan. He then gave a brief review of the progress made since the purchase by Hamilton County of this important piece of the County transportation infrastructure. The meeting was then turned over to Mr. Snyder to make a presentation of the information and data gathering completed to date.

Mr. Snyder set forth the agenda of the meeting to include:

- Master Plan Update
- Facility Requirements Update
- Primary Runway Analysis
- Ultra light Run Way Discussion
- Terminal Area Development
- ALP Alternatives
- Summary and Conclusions

As time permits:

- 2008 CIP Projects
- Letters of Intent (LOI)

Mr. Snyder reviewed the current stage of the Masterplan along with the goal of this meeting. He then introduced Maria Muia to discuss the Facility Requirements. Ms. Muia opened the discussion with a review of the 20 year forecast for aircraft to be based at the airport approved by FAA. This forecast anticipates there to be 103 aircraft by the year 2010, 113 by 2012, 141 by 2017, 169 by 2022 and 199 by 2027. She then pointed out that the current number is 105.

Ms Muia then reviewed the counts done on Aircraft Approach Categories, focusing on the 1176 aircraft in Category "B" and 1,055 aircraft in Category "C" and the number of aircraft in Aircraft Design Groups I and II of 655 and 1,867 respectively. She then went on to explain that with the planes in their respective weight classifications the impact

under FAA regulations for justifying the length of runway for the future of from 7,000 to 8,350 feet for the main runway and 4,370 feet for a crosswind runway. FAA representatives did concur with these findings of aircraft operations and proposed runway design lengths. There was a discussion regarding a longer crosswind runway length that FAA representatives did indicate they would have review.

Ms Muia reviewed the wind direction analysis and that at certain wind velocities the primary runway did not meet FAA recommendations for 95 percent coverage. She further pointed out that to meet the 95 percent criteria a 9-27 and 7-25 orientation for the crosswind runway alternatives were the most viable at this time.

The consideration for eliminating a future Ultra light runway, which had been included in previous Master Plans, was discussed and FAA representatives agreed did not fit with current aircraft usage at the facility.

A graphic review of the primary and crosswind runway orientations under consideration was presented with the impacts of the alternate lengths shown. Also the possible impacts of the Landfill-Transfer station was presented with the conclusion that, based on information and documentation set forth at the meeting, the landfill-transfer station would not have any impact on the future of the airport.

The impacts of the orientation and location of any future crosswind runway on the Terminal area development was discussed. The possible limiting impact on space for hangers, runway crossings for land and hold short, and future air traffic control tower locations were discussed. It was agreed that rather than setting a fixed location for a future air traffic control tower, general areas would be set out reserved for a future tower.

The currently identified obstructions and the need to relocate the fuel system was discussed prior to other airport improvements. The Authority's priority to extend the runway was discussed and the need to complete the Master Plan before any work on the runway extension could proceed was reviewed. Ms Lyman made it very clear that if the Environmental Assessment was authorized before approval of the Master Plan it would delay approval of the Master Plan. Some common work elements may be authorized but not the full Assessment.

FAA representatives agreed at the end of the meeting that they would investigate three areas and advise Mr. Snyder on: 1.) how best to show the areas designated for future air traffic control tower sitting if at all possible, 2.) a justifiable length for the crosswind runway to be considered, and 3.) conclusive decision on the landfill- transfer station impact, if any, on the future planning.

Ms Lyman then reviewed the Letter of Intent program with the group. The regulations were referenced for review by all and general agreement that after completion of the Master Plan further consideration will depend on the Authority being willing to accept approximately 70% funding for the improvements to enable more rapid funding of total projects.

Questions from Mr. Zeller, a neighbor, regarding when any of the proposed improvements would go to elected officials for approval were raised. He was advised that it would be 2008 before the planning work was finished and when there was a need for funding the Council would have to approve any funding before anything could proceed. Ms Lopez, Indianapolis Star requested and received some clarifications of details presented.

At 4:00 P.M. the meeting was adjourned.

**Present:**

Don Silvey, President  
Tim Tolson, Member  
Allyn Beaver, Member  
Ted Moran, Member  
Michael Howard, Attorney  
Chris Snyder, Woolpert  
Maria Muia, Aerofinity  
Dan Montgomery, Montgomery Aviation  
Carl Winkler, Montgomery Aviation  
Sandy Lyman, FAA  
Benjamin Mello, FAA  
Kevin Rector, INDOT Manager for the Office of Aviation  
Nick McClain, INDOT Chief Engineer Office of Aviation  
Tania Lopez, Indianapolis Star  
Mike Zeller, Citizen

**APPROVED**

**ATTEST**

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Donald R. Silvey, President

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Kim Rauch, Secretary

Date:\_\_\_\_\_

Date:\_\_\_\_\_